

# The Hong Kong Daily Press

No. 8755

一月二十日星期五

HONGKONG, FRIDAY, JANUARY 15TH, 1886.

五十五年正月五日

LONDON, 22d MARCH

ARRIVALS.

January 13, Lido, British steamer, 630, R. S. Lovell, Bangtak 4th January, Rio—Chile.  
January 14, YANTZEE, British steamer, 814, Schultz, Whampoa 14th January, General—SIEMSEN & Co.  
January 14, KUTANG, British steamer, 1,425, Young, Whampoa 14th January, General—JARDINE, MATTHESON & Co.  
January 14, QUANTA, German steamer, 773, T. Koch, Saigon 7th January, Paddy and Rio—CHINESE.  
January 14, MANNUF, British steamer, 1,247, P. L. Holmes, Sydney 15th December, General—RUSSELL & Co.  
January 14, DOUGLAS, British steamer, 982, Young, Foochow 10th January, Amoy 12th; and Swatow 13th, General—DOUGLAS LA PRAE & Co.  
January 14, PALKINHORN, German steamer, 683, W. Dreyer, Hamburg via London 22d Oct., and Saigon 7th Jan., General—MELCHERS & Co.  
January 14, PALAMED, British steamer, 1,536, C. Jackson, Liverpool via Singapore 7th Jan., General—BUTTERFIELD & SWIRE.  
January 14, LOTTIE MOORE, American bark, 837, C. W. Butts, Newcastle (N.S.W.) 28th November, Coal—ARNHOLD, KARBERG & Co.

CLEARANCES:

AT THE HANOVER MASTERS' OFFICE,  
14th JANUARY.Kutang, British str., for Shanghai.  
Obcon, British str., for Akkab.  
Camelot, British str., for Swatow.  
Monkay, British str., for Swatow.  
Galveston, British str., for Saigon.  
Starfountain, Russian bark for New York.

DEPARTURES.

January 14, HAIPHONG, British str., for Swatow.  
January 14, ABBIE, British str., for Australia.  
January 14, THREE BROTHERS, British bark, for Quinchon.  
January 14, FUSHUN, Chinese str., for Shanghai.  
January 14, LOTHE FAIRFIELD, British str., for Hull.  
January 14, AMITY, British bark for Bangkok.  
January 14, GRATITUDE, British steamer, for Kuching.  
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PASSENGERS.

Arrived:  
Per Lido, str., from Bangalore—4 Chinese.  
Per Douglas, str., from Coast Posts, Mrs. Lee and maid, Messrs. C. D. Bowring and G. Siemsen, and 20 Chinese.  
Per Menor, str., from Sydney—Dr. Roberts, Mrs. Wilson, Mr. Hartley, Mr. and Mrs. Knapp & 2 children, Mr. and Mrs. Sam Ying, Messrs. Colman and Harina, Miss Hayward, and 21 Chinese.  
Per Palamed, str., from Liverpool, &c.—Mr. and Mrs. Colman, J. J. Hillier, Mrs. Messrs. Denman and W. D. Holt, and 24 Chinese from Singapore.  
Departed:  
Per Amity, str., for Singapore—136 Chinese.  
For Port Darwin—2 Chinese.  
For Townsville—7 Chinese.  
For Brisbane—3 Chinese.  
For Rockhampton—I Chinese.  
For Sydney—Mrs. Rogers, Messrs. W. Corbett, E. C. Wilson, O. G. Kennedy, W. Graham, F. Westcott, S. Ingram, and Ramsey, and 19 Chinese.  
For Melbourne—Messrs. de Brouse and A. Head, 1 Indian, and 9 Chinese.

REPORTS.

The British steamer *Lido* reports left Bangkok on the 4th instant, and had strong monsoon and high sea throughout.The British steamer *Palamed* reports from Liverpool via Singapore the 7th inst., and had strong monsoon and heavy N.E. sea from Singapore to port.The German steamer *Feldberg* reports from Hamburg via London the 22nd October, and Soiern the 7th inst. Experienced strong N. and N.E. wind and bolstorous sea during the voyage.The British steamer *Douglas* reports left Foochow the 10th inst., and had moderate N.E. winds and fine weather. Left Amoy on the 12th same weather. Left Swatow on the 13th same N.E. winds and cloudy weather. In Foochow str. Cita, Wismar, Gulf of Suzu, and Yeloo. In Amoy str. Thales, Gerla, and Diomed. In Swatow str. Kuang-pai, John Knox, Hartland, and Wenchee.

FOOCHOW SHIPPING.

December ARRIVALS.

25, Carolina, Norwegian bark, from Kelung.  
26, Namoo, British str., from Hongkong.  
27, Hever, German str., from Hongkong.  
28, Sin Nanzing, British str., from Shanghai.  
29, Sun, Gulf of Suez, British str., from Nagasaki.  
30, James, German str., from Nagasaki.  
31, China, German str., from Nagasaki.  
2, Cito, German str., from Nagasaki.  
5, Han-shin, Chinese str., from Shanghai.  
5, Haiphong, British str., from Hongkong.  
6, Douglas, British str., from Hongkong.  
7, Velox, German str., from Shanghai.  
December DEPARTURES.

23, Gilson, British str., for Hongkong.  
27, Walter Stogbrol, Gur, bark, for Shanghai.  
28, De Bay, British str., for Nagasaki.  
29, Hoo-sin, Chinese str., for Shanghai.  
29, Namoo, British str., for Hongkong.  
30, Mervale, German str., for Shanghai.

January 1, Sin Nanzing, British str., for Shanghai.  
2, Hadriz, British str., for Shanghai.  
5, Haver, German str., for Shanghai.  
6, Cleary, British str., for Shanghai.  
6, Firebrand, British g.b., for a cruise.  
8, China, German str., for Nagasaki.VESSELS EXPORTED AT HONGKONG.  
(Corrected to Date).

Arabia ... New York June 26

C. F. Sargent ... Fourth July 13

Wilhelm Anton ... Cardiff Aug. 14

Ellen A. Reed ... Cardiff Aug. 21

Edwin Reed ... Cardiff Aug. 27

McNease ... New York Sept. 2

Augusta ... Cardiff Sept. 10

Paul ... Hamburg Oct. 14

Stralsund ... St. Nazaria Oct. 23

Ems ... London Oct. 28

Margaretha ... Newport Oct. 28

Namida (a) ... Antwerp Oct. 31

Eduard ... Penang Nov. 2

Elizabeth ... London Nov. 5

Mabel ... London Nov. 8

Calistoga ... Penang Nov. 10

McLusie ... Penang Nov. 13

Gothia ... Hamburg Nov. 21

Mark Lane (a) ... Hamburg Nov. 23

Kiossine (a) ... Hull via London Nov. 25

Macrae ... London Dec. 27

Glenfield (a) ... London Dec. 27

Leda (a) ... Hamburg Dec. 28

Glenfield (a) ... London Dec. 29

United States Dec. 30

12 United States.

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## FOR SALE.

NOW READY.  
THE CHRONICLE AND DIRECTORY  
FOR 1886.  
With which is incorporated  
THE CHINA DIRECTORY.  
(TWENTY-FOURTH ANNUAL ISSUE).  
ROYAL OCTAVO, pp. 1,182 with plans \$3.00.  
SMALLER EDITION, pp. 732...\$3.00.

THE CHRONICLE AND DIRECTORY  
has been thoroughly revised and brought up  
to date, and is again much increased in bulk.  
It contains DESCRIPTIVE and STATISTICAL  
ACCOUNTS of, and DIRECTORIES for  
HONGKONG—VLADIVOSTOK—  
Do. Ladie's Directory JAPAN—  
Do. Military Forces NAGASAKI—  
Do. Chinese Hongk. Kobe (Hiro).  
Macao. Manila.  
Canton. Tokio.  
Kwangtung. Yokohama.  
Ningpo. Nagoya.  
Shanghai. Hakodate.  
Chinkiang. Manila.  
Wuhu. Cebu.  
Nanking. Iloilo.  
Takao. Taku.  
Takao. Sasebo.  
Tamsui. Satavak.  
Kolung. Labuan.  
Eoochow. British North Borneo.  
Wuchow. COCHIN CHINA—  
Ningpo. Saigon.  
Shanghai. Cambodia.  
Chinkiang. ANSAM—  
Wuhu. Huc.  
Nanking. Quinsay.  
Takao. Haiphong.  
Chinkiang. Hanoi.  
Taku. Siam—  
Tientsin. Bangkok.  
Peking. Singapore.  
Port Arthur. Malacca.  
Kwangtung. Penang.  
Coblenz. MALAY STATES—  
Seoul. Johore.  
Jinchuan. Sungai Ujong.  
Yunnan. Selangor.  
PORT HAMILTON. Perak.  
NAVAL SQUADRONS—  
British. French.  
Shanghai. Officers of the Coasting Service of  
P. & O. S. N. Co. China & Manila. S. S. Co.  
Macao. Martime. Siessens & Co.  
Japan. M. S. I. Co. H. C. & M. S. Co.  
Indo-China. S. N. Co. Scotch Oriental S. S. Co.  
Douglas. S. S. Co. Miscellaneous Coast  
China Mer. S. N. Co. Steamers.

The LIST OF RESIDENTS now contains  
the names of  
TWELVE THOUSAND, THREE HUNDRED, AND  
EIGHTY SIX FOREIGNERS,  
arranged under one Alphabet in the strictest  
order, the initials as well as the surnames  
being alphabetical.

The MAPS and PLANS have been mostly  
reconstructed in a superior style and brought up  
to date. The new edition includes:  
MAPS OF MERCHANTABLE HOUSES IN CHINA.  
CODE OF SIGNALS IN USE AT VICTORIA, PEAK.  
MAP OF THE FAR EAST.  
MAP OF THE ISLANDS OF HONGKONG.  
PLAN OF THE CITY OF VICTORIA.  
PLAN OF THE CITY OF CANTON.  
PLAN OF FOREIGN CONCESSIONS, SHANGHAI.  
PLAN OF YOKOHAMA.  
PLAN OF SINGAPORE.  
PLAN OF GEORGE TOWN, PENANG.

Among the other contents of the book are—  
An Anglo-Chinese Calendar; Mean Time of Sunrise and Sunset; Mean of Barometer and Thermometer; Rainfall, Eclipse, Festivals, &c. A history of the relations between China and the rest of the world; a description of the Festivals, Past & Present, observed by Chinese, Mahomedans, Parsees, Jews, &c., with the days on which they fall; Comparative Tables of Money, Weights, &c. The Hongkong Postal Guide for 1886; Arrivals and Departures of Mails and Parcel Post; from and London and Hongkong; Some Regulations and Charges adopted by the Officers of Commerce of Hongkong, and Shanghai; Chair, Jirachka, and Boat Hire.

This book contains the New Seal of Hongkong STAMPS DUTIES, also tables of COURTS FEES not elsewhere published.

The APPENDIX consists of  
FOUR HUNDRED PAGES  
of closely printed tables of the various references is  
constantly required by residents and those  
having commercial or political relations with the  
Countries embraced within the scope of the  
CHRONICLE and DIRECTORY.

The Contents of the Appendix are too many  
to enumerate in Advertisement, but include—

TREATIES WITH CHINA—  
Great Britain, Nanking, 1842  
1856  
1858  
Other, with additional Article,  
and all others not abrogated  
France, Tianjin, 1858  
Convention, 1850  
United States, Tianjin, 1858  
Additional, 1869  
Peking, 1860  
Germany, 1861  
Peking, 1860  
Russia, Japan, Spain, Brazil, and Peru.  
TREATIES WITH JAPAN—  
Great Britain—Netherlands  
United States—Corse

TREATIES WITH COREA

TREATIES WITH SIAM

TREATIES WITH CAMBODIA

CHINESE TAELCRAFT

Chinese Japanese Korean

LEGAL

Orders in Council for Government of H. B. M.

Subjects in China and Japan, 1865, 1877,  
1878, 1881

Rules of H. B. M. Supreme and other Courts  
in China and Japan

Notice of Circular Fees

Codes of Civil Procedure, Hongkong

Admiralty Rules

Foreign Jurisdiction Act

Regulations for the Consular Courts of United

States in China

Rules of Court of Consuls at Shanghai

Chinese Passenger Act

TRADE REGULATIONS

Japan—Customs Service, China

Customs and Duties Regulations for the dif-

ferent ports of China, Philippines, Siam, &

Flight's Regulations

HONGKONG  
Charter of the Colony

New Rules of Legislative Council  
&c., &c., &c.

The Treaties between France and China, 1885,

and France and Siam, Additional Articles to

Chesoff Convention, together with many other

items, have not appeared in previous issues.

Orders may be sent to Daily Press Office, where

it is published, or to the following Agents—

Macao—Messrs. Hall & Holt, Kelly

Macau—Messrs. Hall & Holt, Kelly & Walsh, Shanghai

NASCARO—Messrs. T. G. & Co., Trading Co.

HIGO, OSAKA—Messrs. P. Walsh & Co.

YOKOHAMA—Messrs. Kelly & Co.

MANILA—Messrs. Diaz Puerto & Co.

SAGOON—Mr. Ch. Dupont.

BANGKOK—Messrs. Ramsey & Co.

PENANG—Messrs. Mathew & Co.

COLOMBO—Messrs. M. & J. Ferguson.

CALCUTTA—Messrs. Newman & Co.

SYDNEY—Messrs. Gordon & Co.

MELBOURNE—Messrs. Norton, Hargrave & Co.

LONDON—Mr. F. Algar, Clement Lane.

LONDON—Messrs. Bates, Hand & Co.

LONDON—Mr. W. W. Wyllie, 151, Cannon St.

SAN FRANCISCO, Mr. L. Parker, 21, Merchant's Exchange.

NEW YORK—Mr. A. Wind, 21, Park Row,  
Daily Press Office, January 1886.

## INTIMATION.

## JUST RECEIVED.

**HYACINTH BULBS**  
OF THE BEST VARIETIES  
BLUE, WHITE, RED, YELLOW.

## LAWN GRASS SEED.

## SWEET CORN.

A. S. WATSON & CO.  
THE HONGKONG DISPENSARY.  
Hongkong, 4th January, 1886.

## NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

## DEATH.

At Queen's Road, on the 14th inst., LILIAN ANN THURNER, aged 23, the beloved wife of John Thurner. The funeral will leave Queen's Road at 8 a.m. today, Friday.

## HONGKONG, JANUARY 15TH, 1886.

The Law Revision Commission, through the Attorney-General, disclaim responsibility for the principles embodied in the Bill to regulate the printing of newspapers and books and the keeping of printing presses within the Colony. The Commission, the learned Attorney says, have simply brought the existing law together, with such portions of the English law as may conceivably be made applicable to the colony, and it is now for the Legislative Council to adopt or discard as much of the Bill as they may think fit.

The Requies Mass for his late Royal Highness Dom Fernando, father of His Majesty the King of Portugal, will take place at the Macao Cathedral to-day with full military honours. The Cathedral is in deepest mourning, being heavily draped with crepe and black velvet.

The steamer *Pray*, bought a month or so ago by Tok Keo, is now being got ready to run on the Macao-Hongkong line in opposition to the Hongkong, Canton, and Macao Steamboat Company. Tok Keo is also the owner of the *Wai Yee*, which is now running in opposition to the established company as a light boat between the port of Macao and Canton. The *Wai Yee* was bought at a very low price, and will doubtless purchase a cheaper boat to her owner than the *Wai Yee*, which he had built by Chinese in the colony and engined by Mr. Fenwick.

The post of Chief Justice of the Straits Settlements appears not to be greatly coveted. It was offered, to "his" said to Sir George Phillips, and, presumably, was declined by his Honour, for we now read in the *Ceylon Observer* that he has been promoted to the Supreme Court, Macao, yesterday at noon before the Chief Justice Sir Solon.

We learn that a dividend has been declared on shares of the New Oriental Bank Corporation, Limited, for the half-year ended 30th September last at the rate of 5 per cent. per annum, viz.: 5s. each on sterling shares of £10 each, or 32s. each on silver shares of £5 each.

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The fourth Volunteer Seafaring Concert of the season was given at the Royal Naval College on Saturday evening. There were two performances.

The idea of the band of the Royal Naval College on Saturday evening was to give a concert for the benefit of the Royal Naval Hospital Fund.

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## OLLA PODRIDA.

" Wealth," says Dr. Thomas, " is a steep hill which the father climbs slowly, and which the son often tumbles down precipitately."

One of the French princes who visited the Confederate army at Manassas, while being escorted down a line of troops by Major Skiff, said to the First Virginia Regt., "I would rather die than return by the road." The Major, for a moment, was in an awkward position, and a blush manifested his cheek, but quickly covering himself, he replied in French, "Your Royal Highness, we would gladly take you to the rear, but the truth is the line of the men is in rather an exposed condition. It being a part of the person which we never expect to show to the enemy, our soldiers think rage in that neighbourhood are of but little consequence."

At a meeting of the Geographical Society of Vizcaya, Dr. Pollak read a communication to the effect that Dr. Staff, who was sent by Dr. Pollak to Persia in a botanical mission, had died at the mouth of the Seine. He was about 28 years old, and his death left a gap of about 28 years in the series of scientific expeditions in that region. The loss is supposed to be mainly of pathological recurrence, but it is also mentioned that he had been mentioned by travellers in the region. The natives of the locality attach much importance to the appearance of this piece of water, as they connect it with the Persian legend that at the birth of Mahomed, a large lake in the steppes suddenly vanished, its disappearance being explained as a symbol of the decadence of the religion founded by Zoroaster.

The patenting of a process for the manufacture of a preparation of the gum of Eucalyptus globulus, which has the power of decomposing, removing, and softening an animal skin, is of great importance in preventing rust and pitting, has created a largely increased demand for it. The effect of this preparation in preventing the pitting and corrosion of boilers will, it is expected, extend the period of their usefulness 100 or 150 per cent., and, at the same time, effect a great saving in fuel, as scale is the chief cause of heat loss. The company owning the patent at present (C. H. & Co.) are interested in the distillation of essential oils of the Eucalyptus globulus which have hitherto been supplied by Australia, it being found that they can be produced at a profit. With this object in view, the company proposes to set out extensive forests of Eucalyptus trees, in order to have at its command a sufficient supply of leaves, the portion of the tree consumed in the manufacture of the oil.

It has been observed that water is fattening, those who drink large quantities of water have a tendency to fulness and rotundity. That there is considerable truth in this observation the Medical and Surgical Reporters are unanimous. The excessive consumption of water (4000 c.c.) especially when one is very thirsty, is not to be recommended, yet we have reason to believe that the *unassisted* use of pure spring water, at its natural temperature, is not only very conducive to health, but has an actual tendency to give a fullness and roundness of body. Whether this is the result of a better action on the part of the digestive, eliminative and reproductive organs, or of the natural action of the flushing of the human sewers produced by large quantities of water, or whether water has some specific action in producing this fulness, we do not know; neither does it signify, since observation confirms as a fact that the free use of water does have his effect.

Mr. Forbes, describing the death of Prince Louis Napoleon, mentions a fact not hitherto known, which shows on what slight causes momentous events sometimes hang—The Prince never got mounted at all. His horse was restive and would not stand. He ran by the side of the beast, one hand holding the reins and clutching the pommel, the other in the centre of the saddle. Presently he was seen to enter the stable, where he layed back, to get off the griff of the saddle and fall backward, the horse running at a headlong gallop. The trooper thought the Prince was shot, but this was not so. The broad leather linking the holsters and crossing the pommel of the saddle was what his right hand had been clutching as he strove to spring into the saddle. This had torn in the strain, and so the Prince had lost his grip and fallen backward, and so had the rest the next day, and I fear that the hand which had held the leather, not of a sound stout leather, but of a wretched substance that seemed brown paper. And so, in a sense, it was not the Zouaves that fought, but the shoddy rascality of a firm of Woolwich saddlers."

The way they manage chloroform in France is peculiar, says a French newspaper. No qualified doctor is allowed to administer the narcotic, unless assisted by a brother doctor, who timis the pulse of the patient while his colleague is holding the drug to the patient's nose. French doctors, moreover, will not administer chloroform to certain patients, to whom it might cause disorder, or perhaps death. Before receiving his diploma, a Paris doctor has to prove that he knows all that lessens every kind of pain, Sorensen, and Art. On the other hand, no one can act as a chloroformist without being a member of the American dentist, which is considered the most civic and dantists may administer chloroform at discretion without the presence of a doctor, or even of another dentist! One of the most famous Paris dentists, who was still late in life a locksmith, has just been prosecuted because a patient died under his hands. The patient, a rather stout gentleman, came to him one day and said, "I am in pain, and I want you to give me a narcotic plant—I can't stand the pain. And yet I am decorated, as you see, with the order of the Legion of Honour!" The dentist told him he might make himself easy, as thanks to his invention, the *Taschner-tour*, no pain was felt. The stout gentleman was then put to sleep, the tooth extracted, and the discovery made that the stout gentleman was dead. His friends insisted on proceeding with the operation, and the case was referred back to the Court, but the Court has taken a fortnight to consider its decision. As the gentleman is dead there is now, of course, no hurry.

The press informed, after the general election in England, a few words about by-gone statements of his interesting says a correspondent. A good many years have passed since it was written of two of England's greatest politicians—How far like Fox can speak, like Pitt can think.

Yet all like Fox can game, like Pitt can drink.

In modern politics, the opportunity for epigrammatic, down-right or rather arrovia, like the above are very few. Mr. Gladstone's oratory is held by his admirers to be of a high order. That of Fox, but he is not often called a wit. Lord Shaftesbury is a weighty thing like Pitt, but he is the most chaste of men. Yet a hundred years ago, not one thought much worse of Fox for his high play, or of Pitt because he got through a couple of bottles of port at a sitting. It was the fashion, and nobody was scandalized. George III, at one of his drawing-rooms remarked to a favorite, "They tell me, Sir, that you are fond of a glass of wine." "Those, Sir, who have no respect of me to your Majesty," replied Sir John, bowing profoundly, "have done me great injustice. They should have said a bottle."

Hoppers in his Table-talk—a most entertaining book—says that during his youth, Pitt was very weakly, and that his physician, Addison, ordered him to take port wine for his lungs. The consequence was that when he grew up, he could not do without it. Lord Granville has seen his swarthy, full of port before going to the House of Commons, and Ruskin declared that Pitt's hard shock so that when helping himself to salt he had to support the right hand with the left. Stothard the painter happened to be one evening a guest on the Kent Road, when Pitt and Dundas were on their way from town. Next morning, as they were entering into their carriage, the waiter said to Stothard, "Sir, you observe those two gentlemen?" "Yes," said Stothard, "and I know them to be Mr. Pitt and Mr. Dundas." "Well, Sir," continued the waiter, "how much wine do you think they drank last night?" Stothard said he had no idea. "Seven glasses, Sir," replied the waiter with a perfect air of confidence. This is a large allowance, even for two gentlemen with the cares of office and the responsibility of governing the great British nation on their shoulders. A hundred years later we can only wonder how it was done.

By the way, in connection with this subject, the humorous and well known speech made by Canning at a Ministerial dinner in 1822, quoted again. After his speech had been completed in a somewhat rough and ready manner, he said: "In rising, gentlemen, to thank you for kindly drinking my health, I hope you will permit me to take a hint from the occasion which has brought us together. This, gentlemen, is a fish dinner. Fish drink much and say little. While you follow their example in the first respect, allow us to follow it in the second. I drink most cordially to the health of everyone present."

## COMMERCIAL INTELLIGENCE.

THURSDAY, 15th January  
OPUM.

Quotations are—  
Malwa (New) ... \$340 per picul, silos, of 1  
ton, to 14 catties.  
Malwa (Old) ... \$350 per picul, about of 1  
ton, to 12 catties.  
Palau (New) ... \$3514 per chest.  
Borneo (New) ... \$349 "  
Boaties (Old) ... \$320 nom. "

## EXCHANGE.

ON LONDON.—  
Telegraphic Transfer ..... 3/3  
Bank Bills, on demand ..... 3/3  
Bank Bills, at 30 days' sight ..... 3/3  
Bank Bills, at 1 month's sight ..... 3/4  
Credits, at 4 months' sight ..... 3/4  
Documentary Bills, at 4 months' sight ..... 3/4  
ON PARIS.—  
Bank Bills, on demand ..... 4/8  
Credits, at 4 months' sight ..... 4/5  
ON NEW YORK.—  
Bank Bills, on demand ..... 81  
Credits, 60 days' sight ..... 82  
ON BOMBAY.—  
Telegraphic Transfer ..... 2/24  
Bank, on demand ..... 2/24  
ON CALCUTTA.—  
Telegraphic Transfer ..... 2/24  
Bank, on demand ..... 2/24  
ON SHANGHAI.—  
Bank at sight ..... 72  
Private, 30 days' sight ..... 72

## SHARES.

Quotations are—  
Hongkong and Shanghai Bank Shares—179  
per cent. premium.  
United China Society of Canton, Limited—  
\$40 per share.  
China Trade Insurance Company's Shares—  
3044 per share.  
North China Insurance—Tls. 300 per share.  
Yangtze Insurance Association—The 125 per  
share.  
Chinese Insurance Company, Limited—\$170 per  
share.  
On The Insurance Company, Limited—Tls. 148  
per share.  
Canton Insurance Office, Limited—\$80 per  
share.  
Hongkong Fire Insurance Company's Shares—  
\$350 per share.  
China Fire Insurance Company's Shares—\$78  
per share.  
Hongkong and Whampoa Dock Company's  
Shares—70 per cent. premium.  
Hongkong, Canton, and Macao Steamboat Co.'s  
Shares—\$74 premium sellers.  
Indo-China Steam Navigation Co.'s Shares—  
5 per cent. discount.  
China and Manila Steamship Company, Limited—  
30 per cent. discount, nominal.  
Dongguan Steamship Company, Limited—\$48  
per share.  
Hongkong and Whampoa Dock Company's  
Shares—70 per cent. premium.  
Hongkong, Canton, and Macao Steamboat Co.'s  
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The Company GRANTS POLICIES on  
MARINE RISKS to all parts of the World,  
payable at any of its Agencies.  
Contributory Dividends are payable to all  
Contractors of Business, whether they are  
Shareholders or not.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE, No. 2, Queen's Road West,  
Hongkong, 14th March, 1881. (1684)

CAPITAL (SUBSCRIBED), \$1,000,000.

BOARD OF DIRECTORS,  
LIM SI SIN, Esq.,  
BAN HUP, Esq., YUNG CHONG PENG, Esq.,  
CHAN LI CHOY, Esq., Q. HOI CHUNG, Esq.

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Shareholders or not.

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FOR SINGAPORE, PENANG, AND  
CALCUTTA.

THE Steamship

"ARRATON APCAR."

Captain Macintosh will be despatched for  
the above Ports to-MORROW, the 16th

instant, at THREE P.M.

For Freight or Passage apply to  
DAVID SASSON, SONS & CO.,  
Agents.

Hongkong, 7th January, 1886. (111)

"GIBB" LIND OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND  
Ports, and taking through cargo to NEW  
ZEALAND, NEW CALEDONIA, TASMANIA,  
and ADELAIDE.

THE Steamship

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above Ports to-MORROW, the 16th instant,

at FOUR P.M.

For Freight or Passage apply to  
GIBB, LIVINGSTON & CO.,  
Managers.

Hongkong, 12th January, 1886. (148)

FOR ROTTERDAM AND LONDON,  
VIA SUEZ CANAL.

THE Steamship

"DE BAY."

Captain Lee, will be despatched for the  
above Ports on or about the 16th instant.

For Freight or Passage apply to  
SLEMSSEN & CO.,  
Agents.

Hongkong, 13th January, 1886. (149)

THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ZAFIRO."

Captain Talbot, will be despatched for the  
above Port on MONDAY, the 18th instant.

For Freight or Passage apply to  
PUSTAU & CO.,  
Agents.

Hongkong, 14th January, 1886. (182)

THE STRAITS INSURANCE COMPANY,  
LIMITED.

THE Undersigned, having been appointed  
Agents for the above Corporation, are  
prepared to GRANT POLICIES on MARINE  
RISKS to all parts of the World, at current  
rates.

ARNOLD, KARBERG & CO.,  
Hongkong, 5th November, 1883. (1983)

THE LONDON ASSURANCE  
COMPANY, INCORPORATED BY ROYAL CHARTER OF HIS  
MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

THE Undersigned, having been appointed  
Agents for the above Corporation, are  
prepared to grant Insurances as follows:

MARINE DEPARTMENT.

Policies at current rates, payable either here,  
London, or at the principal Ports of India,

China, and Australia.

SHIP DEPARTMENT.

Policies issued for sum not exceeding 25,000,  
at reduced rates.

LIFE DEPARTMENT.

Policies issued for sum not exceeding 25,000,  
at reduced rates.

THE Undersigned, having been appointed  
Agents for the above Company, are prepared  
to GRANT POLICIES on MARINE  
RISKS to all parts of the World, at current  
rates.

TRANSLANTIC FIRE INSURANCE  
COMPANY OF HAMBURG.

The Undersigned, having been appointed  
Agents for the above Company, are prepared  
to accept Risks against FIRE at Current  
Rates.

SIEMENS & CO.,  
Agents.

Hongkong, 16th November, 1872. (111)

NORTH GERMAN FIRE INSURANCE  
COMPANY AT HAMBURG.

The Undersigned, Agents for the above  
Company, are prepared to GRANT IN-  
SURANCES to Current Rates.

MELCHERS & CO.,  
Agents.

Hongkong, 13th January, 1886. (151)

THE PACIFIC MUTUAL LIFE INSUR-  
ANCE COMPANY OF CALIFORNIA.

The Undersigned, having been appointed  
Agents for the above Company, impose  
no restriction upon Residence or Travel  
in the United States.

LOWER RATES AND BETTER RETURNS offered  
than by any other Life Insurance Company  
representative in this Colony.

A. HITZ,  
Agent for China and Japan.

Hongkong, 8th September, 1885. (1631)

METEOROLOGICAL REGISTER.

SUN FIRE OFFICE.

Previous day at 4 p.m. On date  
at 4 p.m. On date at 4 p.m.

Temperature ..... 30.13 30.20 30.13

Humidity ..... 62 64 60

Direction of wind ..... E N N.E. N.N.E.

Weather ..... b b b

Wind ..... 0.02 0.02 0.02

The barometer continues falling along the coast  
and the sea surface is becoming more turbulent  
and the winds are more violent.

Detailed account prevailing along the coast.

W. DOBERCK,  
Hongkong Observatory, 14th January, 1886.

W. DOBERCK,  
Agent for China and Japan.

Hongkong, 14th January, 1886. (1631)

W. DOBERCK,  
Agent for China and Japan.

Hongkong Observatory, 14th January, 1886.

W.

## EXTRACT.

ADEU.

I'll not partay my varied charms,  
Lest others—foolish as you—  
May make a sport of you, fair one  
To whom I am confessing.

Yes, you are lovely all must own;

Would bought had my love sake you?

Your eyes fare all my blood to fire!

I hate you! love you! hate you!

I think of you, I dream of you,

With bosen tems, distrested.

Your looks your words add to my pangs

And make them more prestrated.

I dreamt I'm with you where the Sun,

Pours down his warmth above you,

While in dreams do you stay,

Am I ever—hate you—I love you!

But now I leave you, and may be

For years, Ah! I prays for ever,

Shall see you but with Men's aid,

Yet shall forget you never,

With whom you're—trembling fear

I turn to let my sadness,

But would not, leat the story give

You can brief pang of—diseas.

At night I lies in wild unrest,

Your smiles I cannot banish,

You eyes seem just to look in mine

Nor will the vision vanish;

And in such agon I strive

'Gainst this unsatisfying

Fat soment humer. What a fool!

I think I hear you crying,

Ah! you a fool, and something more;

A man with wondrous—spurning

The law which you it's sin to love,

With no hope of returning."

You, you make this paper up,

And o'er the fads may jive

A moment, toss it then aside

With "Wine a madlin singer!"

Adieu! Farewell! "An revels!"

Till someday, when this nadess

From me will all be swept away,

My all your life be gladness,

I wish you all that's bright and good,

Long life, and joys improving;

For us no fatal of roses that you

Were made so sweet and lovin,

I go away, you n'er will know,

The passion in me burning,

Farewell to you, and fair Caldy,

Our ship is homeward turning.

JEPHON.

Hongkong, 14th January, 1886.

## A KING'S KISS.

Sometimes it applied personally to the rich for aid; sometimes by letters, and sometimes by means of Commissioners, in the manner used in former times for the tallages or the rents of demense. The first method is amusingly illustrated in the case of the benevolent widow of the well-known story. Edward, one of the handsomest men of the age until worn out by debauchery, was, moreover, a particular favourite with the ladies; and this rich widow, when he asked her for a benevolence, gave him £20 down at once, saying—"By my troth, for the lovely countess thou shalt have £20." The King, who had "looked for scarce half that sum, thanked her, and lovingly kissed her," gaining her heart and purse, for she doubled the benevolence, paying another £20 either "because she esteemed the kiss of a King so precious jewels" or "because the flavor of his breath did so comfort her stomach."

## A MINNEAPOLIS JOKER.

I saw, says a writer in the Minneapolis Tribune, a practical joke played the other day which was worthy of Sirith Smith in his happier days. A well known gentleman of this city, who has something of a reputation as a wag, was my companion, and we were passing a large dry-goods store which fronts on Nicollet avenue. There, drawn up, were three or four teams, and among them a closed carriage with a driver fast asleep on the box. Evidently the mistress was inside the store. Without a word the wag stole quickly up, and opening the carriage door carefully, climbed it suddenly to. In a moment the coachman straightened up and gazed down the avenue at the electric light mast as if he had never seen anything so interesting in his life. Then he stole a look over his shoulder and saw the wag standing, had hard, apparently talking to some one inside the carriage. "Thank you—yes, good day," said the wag, and bowed himself very gracefully away from the door—turning as he did so, look on the driver, and say one word—"Home!" Yes, sir! Ich I get up;" and off went the brougham—"Home!" Where that "home" was, or who was the mistress of the carriage or what she did when she came out of the store, or what the coachman did when he stopped at the door of "home" and found the carriage empty—all that only the coachman and the lady knew.

## A NEW YORK BELLE'S PRE-DIAGNOSTIC.

There is a girl in New York, writes Clara Belle, who was lamenting to me the other day the fact that she had to wear a wig in the street. "It's the most absurd thing you ever heard of," she said rapidly, pronouncing violently with a pair of diminutive fists. "About a year ago—because the popular thing to wear short hair. They did it in England, and so all the girls started in with it here. I had just begun to bleach my own hair then, and the front parts, or bangs, was nice and yellow, and so was all the back hair. I had my hair shingled then, and after the dreadful work was done, the barber looked kinder said, I snatched a mirror, glanced at the back of my head, and angrily flung it away. The bleaching had not been thorough, you know, and the result was that the bangs was a bright yellow while the closely-cut hair at the back of my head was as black as a coal, except where little streaks of yellow interrupted it. It's the funniest sight you ever saw, and if I ventured out in the street with it, it would create so much excitement as Jumbo come to life again. I cannot take the bleaching off of my bangs, nor can I bleach the short hair at the back of my head. The result is that I am waiting sadly but hopefully for some change to take place." "What change do you expect?" I asked. "I hope that the bang will grow out again, but I fear I shall be condemned to wait until the whole head turns gray. I sigh for it every morning. What do you think of a twenty-four-year-old woman sighing for gray hairs?"

## THE HISTORY OF NEWMARKET.—ANNALS OF THE TURF.

The author of this book (J. P. Horne) tells us that in 1585 there were horse-races at Silbury, and mentions the names of a dozen men who are known to have been present at them. One of the first things that catches the eye as the train approaches the station at Newmarket is the long mound known as the Devil's Ditch. Archaeologists are not agreed as to whether this military earthwork is of Roman or Saxon origin. It is not seen in its perfection on the southern end. It is about 13 feet wide on the top, and some people suppose that it was originally an embankment. The course known as "Ditch In" takes its name from this venerable fortification; "the gap," so well known in descriptions of the race for the Cheshire, is an opening cut through it; the course used at the July meeting runs on one side of it, and a private track group protest.—Sanitary Record.

runs on the other. In the Norman period the Ditch used to be called "St. Edmund's Dyke," because it bounded the jurisdiction of the abbots of Bury St. Edmund. Newmarket was the birthplace of the famous St. Etheldreda, queen, abbess, and founder of the monastery of Ely. The author says that St. Etheldreda may "without profanity be termed the Patron Saint of the Metropolis of the Turf," but in a note, in another part of his book, he tells that St. Thomas of Canterbury, "who was a mighty hunter in his lifetime" St. Thomas of Hereford, and Simon de Montfort, "who, although not canonized, was looked upon as a saint," used all to be invoked as patrons of sports and sportsmen. Newmarket is often mentioned by historians in connection with tournaments. Edward II. interdicted one which was to have been held at Newmarket in 1309. There is a tradition that, owing to a contagious plague breaking out at Exning, its market was removed to a spot at some little distance, which was afterwards known as Newmarket.

## TROUBLED LIVES AT NEWMARKET.

Marks, Bishop of Carlisle and monk of Westminster, who is mentioned as Shakespeare was a native of Newmarket. He was tried for high treason, deprived of his bishopric, and confined in the Tower, but he eventually died rector of Thetford in Cambridgeshire. Another celebrated ecclesiastic connected with the Turf, though not especially with Newmarket, was Whiting, the last Lord Abbot of Glastonbury. He also had a troubled life, but finally opposed the Reformation, and on a "prentice of embazoning the plate belonging to his monastery, or rather because he refused to surrender his ability to the King, he was drawn on a hurdle between two of his monks. This "turts and martyrs" was a patron of other sports as well as racing; he had a large lake full of "pikes, tenches, roaches and eels, and divers other kyndes of fyshys," a swanery, a heronry, and plenty of pheasants and game birds. His noisy neighbour, Henry VIII., was notoriously fond of horses and racing, and he imported many horses of Eastern blood into this country, chiefly from France, Spain, and Italy. Sir William Pilkering wrote from the British Embassy at Paris that the "King's matri" shall have sent him from hence vj corbillis, i.e. Spanish horses, one tarse, a barberry, one coverer, and xvij foal mewles." Queen Elizabeth was a staunch supporter of the Turf as brother. As a princess she was imprisoned at Kirtling Hall, a place only about five miles from Newmarket; but there is "no actual evidence of her having been at Newmarket." It is recorded, however, in Nichols's Progress of Queen Elizabeth that she stayed there with Archbishop Parker for Croydon races. The Queen's racing stud was kept at Greenwich, and it generally consisted of forty "coursers," as racehorses were then called.

## THE KING'S PLEASURES.

Newmarket sprang into celebrity in the time of James I. There was racing there in his day, but there was even more tiltng, bear-hunting, and hawking. As the King's secretary wrote to Lord Petre, "People" was "the foundation of his pleasure about Newmarket." It is recorded, however, in Nichols's Progress of Queen Elizabeth that she stayed there with Archbishop Parker for Croydon races. The Queen's racing stud was kept at Greenwich, and it generally consisted of forty "coursers," as racehorses were then called.

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STRENGTH AND COLOUR UNPARSED TRY IT.

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AT WHOLESALE PRICES.

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PAINTS, OILS, VARNISH.

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